



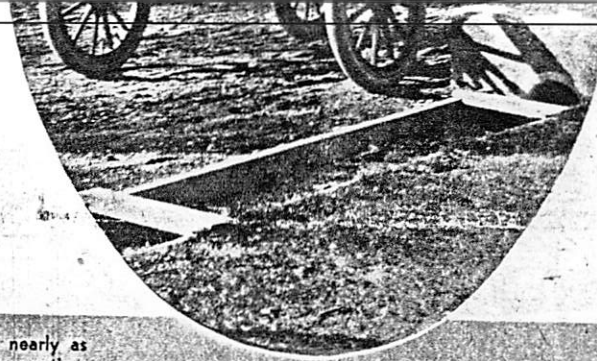
Even when cars were high and mighty, the driver found a strong back was a necessity.

You did it again at the next enforced stop. Motoring in its infancy carried a general conspiracy against speed and mileage. Trips in the country did not threaten the economic position of Old Dobbin for years after.

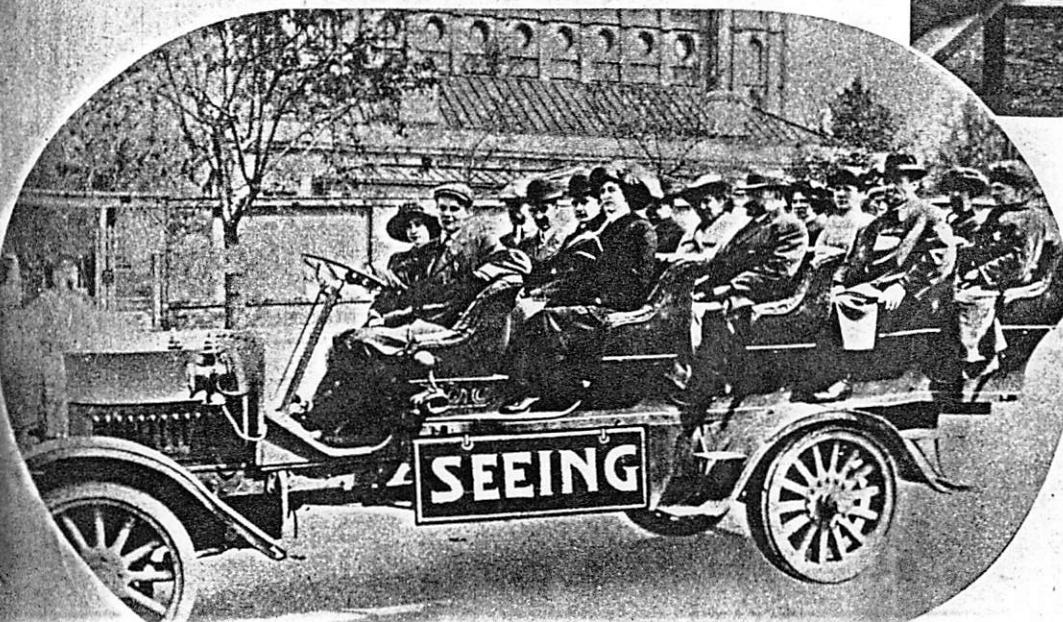
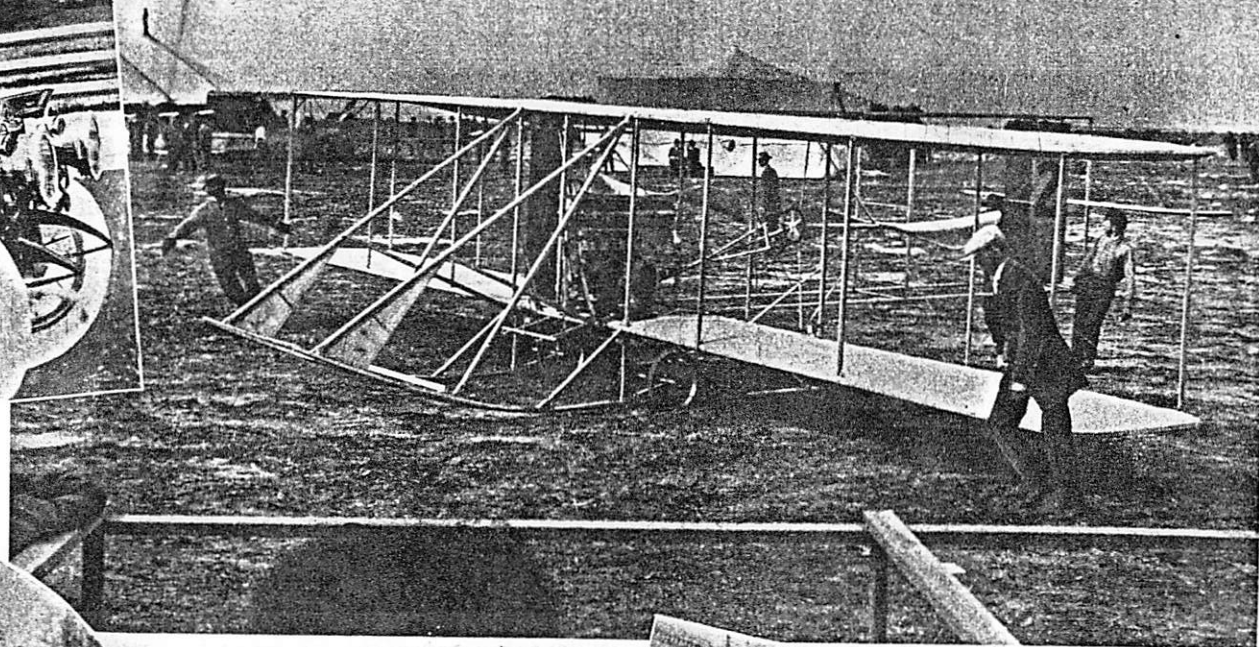
Lafayette Hanchett is one of the few living who owned one of the first automobiles in the state. He recalls a trip

open air models the women and girls held onto their hats. Veils, over hats and tied under dimpled chins, marked progress. Hobble skirts went out when automobiles came in.

"Clang, clang, went the trolley," and the people in general went with it. With that kind of transportation, only the company worried.



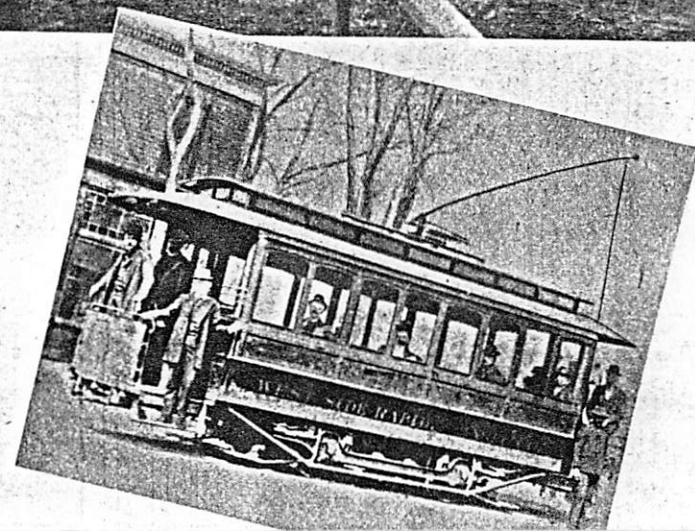
If life was more leisurely 40 years ago, it wasn't nearly as casual. An outing in the car called for frantic preparations and detailed planning. When Jake Moritz took some friends out for a ride in 1906, at the left, it's obvious that it was no spur of the moment idea. Lafayette Hanchett's Waverly Electric in 1907 looked like a buggy waiting for its horse.



Thrill of a lifetime came to Salt Lakers in 1911, when the first multiplane air exhibit was held on the old Bonair acres (on the road to Saltair).

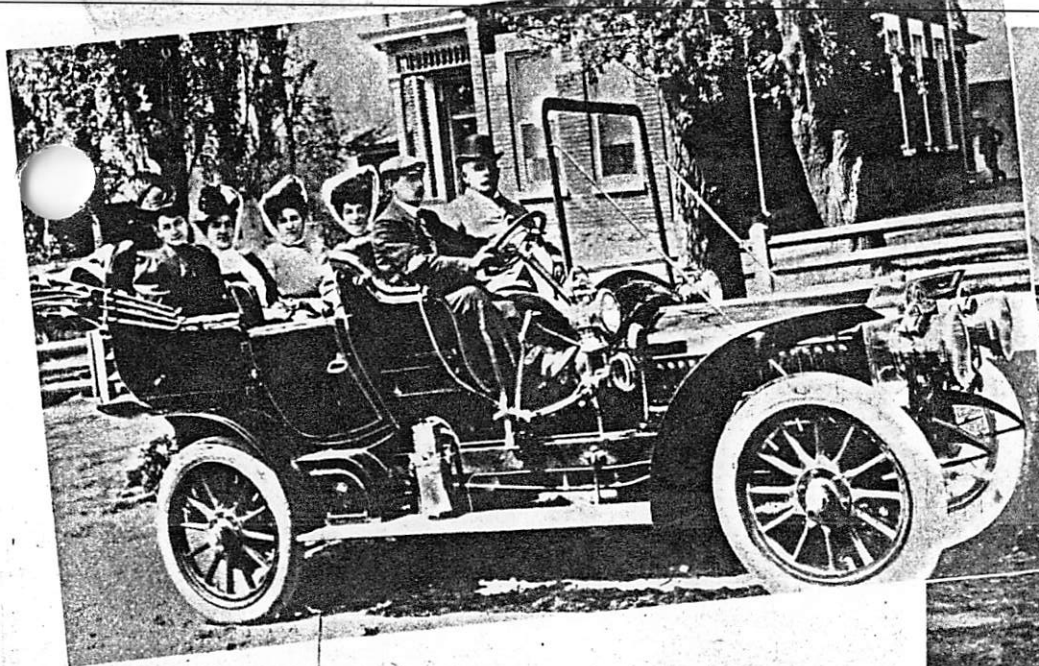
The special tour of the city once was made in this giant carry-all. Today not only would they see the sights of interest, they would be a sight.

At the right you see the inexorable march of progress. The stately sway of the horse-drawn car gave way to the incomparable speed of electric trolleys. Many a boy's dreams were centered upon one goal—to be the conductor of so fine a vehicle.

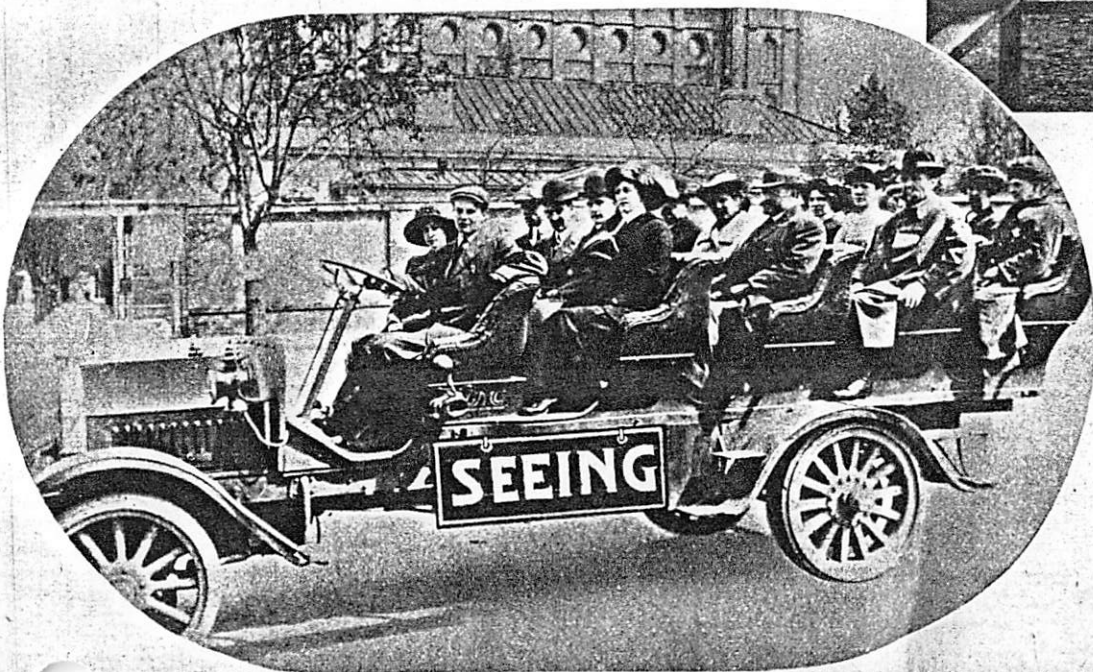
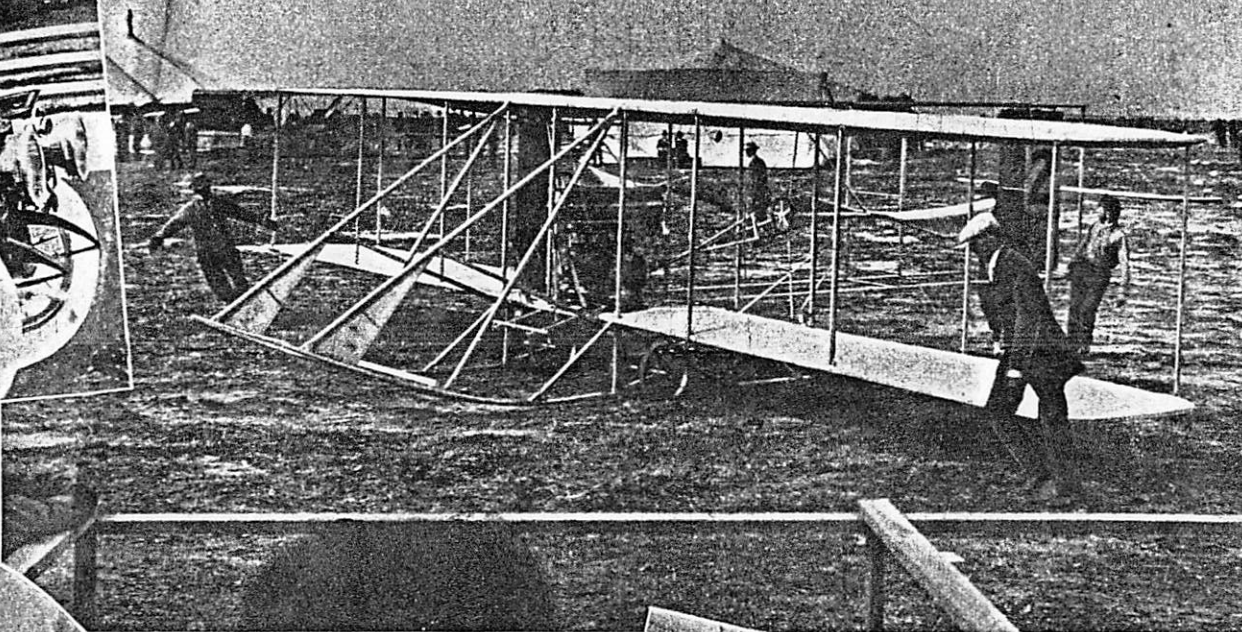








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